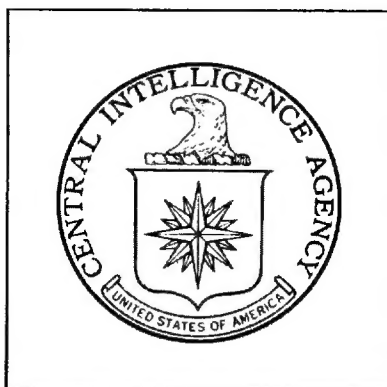


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#44



DIRECTORATE OF  
INTELLIGENCE

## *Imagery Analysis Report*

Gorkiy Shipyard 112

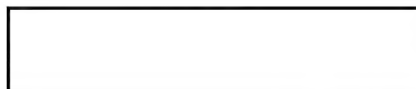
Gorkiy, USSR

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DDI/IAR 83082

DATE May 1968

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May 1968

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GORKIY SHIPYARD 112

GORKIY, USSR

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NOTE: [ ] provided photography of Gorkiy Shipyard 112 on [ ] and again on [ ] [ ]. Due to the poor quality of the [ ] coverage and a lack of discernible changes, the good quality coverage of [ ] was used exclusively in this report.

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## IMAGERY ANALYSIS SERVICE

SHIPYARD: GORKIY SHIPYARD 112  
 LOCATION: GORKIY, USSR  
 GEO COORDS: 56 22N 043 53E

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## KEY TO NUMBERED ANNOTATIONS ON FIGURE 1

1. Two Tugboats (LOA of each approximately 130 feet)\*
2. BORMOVICH Class ACV  
This craft is resting on a large float.
3. ZEYA Class YRSN  
The large lifeboat observed on the deck of the ZEYA on [REDACTED] remains in the same position. [REDACTED]
4. Two Large Unoccupied Transporter Docks (LOA of each approximately 440 feet)  
A keel block arrangement is observed on the floor of each dock. The arrangement is similar to those observed at Gorkiy during the summer of [REDACTED]
5. SOVETSKI AZERBAIJAN Class Train Ferry  
This vessel is undergoing outfitting. [REDACTED]
6. Small Floating Crane  
This crane is working on the train ferry at Annotation 5 above.
7. Floating Crane
8. Rectangular YRSN (LOA approximately 190 feet)
9. Unidentified Small SS (could not be measured)  
See [REDACTED]
10. Rectangular YRSN (LOA approximately 190 feet)
11. Possible APL/YR Fitting-Out  
Visible topside detail reveals that this unit is almost complete. This is believed to be the unit observed fitting-out at Annotation 3, Figure [REDACTED] rather than the operational unit observed at Annotation 13, [REDACTED]. The unit at Annotation 19 below is fitted with eight light-toned objects (probably equating to life rafts) not yet fitted on this vessel. A comparison of the stacks on the two craft reveals

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\*All measurements have been made by the IAS imagery analyst using scaling factors supplied by NPIC/TID. The measurements were made from good quality, large scale, near vertical photography.

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## IMAGERY ANALYSIS SERVICE

that the inside stack walls visible on the unit at Annotation 19 below are very dark, whereas on this vessel they are much lighter suggesting that the boilers have not yet been fired.

12. Probable APL/YR

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13. River Passenger Vessel

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14. Five-Hatch Barge

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15. Unidentified Scaffolded Probable Submarine Sail (visible length of sail approximately [REDACTED])  
Raised linear imagery possibly equating to a snorkel exhaust is visible on the aft end of the sail suggesting that this maybe for a "J" Class SSG. On [REDACTED] this position was occupied by scaffolding which had previously contained a "J" Class SSG sail. See Annotation 7,

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16. Probable Submarine Sail  
The forward portion of this sail is obscured by the large crane on the quay. Precluding a reliable measurement, however, the after portion of this sail has a raised linear object similar in appearance and size to the snorkel exhaust on the "J" Class SSG sail. This position on the quay was unoccupied on [REDACTED]

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17. Large probable APL (LOA approximately 375 feet)

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18. Unidentified Auxiliary (LOA approximately 175 feet)

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19. Possible APL/YR

It is believed that this is an operational unit as described under Annotation 11 above. For last observation of this vessel see Annotation 12,

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20. New Attack Class Submarine (visible waterline length approximately [REDACTED] feet)

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It is believed that this submarine probably is not the unidentified submarine observed in this position during the [REDACTED] See DDI/IAR-83036, Line Drawings of New Types of Soviet Submarines Observed

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[REDACTED] for the differences contributing to this evaluation. It is possible that the submarine observed [REDACTED] had most of the hull

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plating removed from the deck aft of amidships which could have conceivably altered its appearance to the point where it would not be identified as the same unit seen in [ ] Thus far, when observed on [ ] photography, newly launched Soviet submarine have not had this much deck plating removed. If the [ ] submarine did have a large amount of deck plating removed, it represents a departure from what is believed to be standard Soviet procedure of launching submarines with nearly all of their deck plating intact.

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21. Floating Crane
22. "J" Class SSG  
The sail of this submarine is completely scaffolded. A small shack-like structure is positioned abaft the aftermost set of blast deflectors.
23. Rectangular YRSN (LOA approximately 190 feet)
24. Large Unoccupied Transporter Dock (LOA approximately 440 feet)
25. "J" Class SSG In Launch Basin  
This submarine is probably resting on the transverse launch cradle. Both sets of missile tubes are elevated and this submarine is fitted with an apparently intact, unscaffolded sail, which suggests that this may be the "J" Class unit observed in the yard in [ ] and the unit at Annotation 22 above may be a recently launched unit. See Anno-  
[ ]
26. Possible Bulk Carrier Under Construction (visible LOA of completed portion approximately 380 feet)  
This vessel is in an early stage of construction. It probably will be stack aft and have four large cargo hatches.
27. Probable SOVETSKI AZERBAIJAN Class Train Ferry  
This vessel is in an early stage of construction. The bow and stern sections are not yet in place. The identification is based on the placement of the athwartship bulkheads and the approximate length of the probable keel plates.
28. Small Transporter Dock (LOA approximately 250 feet)

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## KEY TO FACILITY ANNOTATIONS ON FIGURE 1

- A. Building Addition Under Construction  
In [ ] this building addition was in an early stage of con-

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struction. Most of the roof sheathing is now in place. See Annotation

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- B. Unidentified Building Undergoing Expansion  
A newly excavated area measuring roughly 250 by 30 feet now extends southeast from the original excavation. Better image quality now reveals that the original excavation will probably have five bays running along the width of the original building. It is noted that five POL storage tanks located just south of the original excavation have been or are in the process of being razed. Four small buildings located along the west side of the overhead craneway, positioned just east of the original excavation are also being razed. The razed tanks combined with the new excavation suggest that the size of the original building may be tripled, rather than doubled as originally believed. See

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- C. Probable Fabrication Building Under Construction  
The two westernmost bays of this building have been under construction for about two years and have not changed in appearance for approximately a year. The southeast corner is still incomplete. A third bay now under construction connects the other two bays to the small craft construction hall located just east of this fabrication building. The three-bay building is now believed to be a fabrication building which will support the small craft construction hall. See Annotation A, Figure 5,

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- D. New Quay Extension  
Construction continues on the new quay extension. See Annotation C,

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- E. Open Storage Area  
Numerous submarine hull sections and frames are in the area. See Anno-

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- F. Unidentified Building Undergoing Expansion.  
This building now appears to be structurally complete. The construction crane previously noted has been removed. See Annotation A, Figure 3,

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- G. Laboratory Type Building Under Construction  
Construction on this building is continuing. A large tower hammerhead crane is working on the south side of the building.

- H. Building Foundation  
There are no footings visible as yet; however, the size of the excavation suggests that the building will be roughly 150 by 110 feet.

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## J. Unidentified Building Under Construction

This building is being constructed very close to, or attached to, the rear of the main transverser's winch house. It is approximately [ ] feet wide and the length of the completed portion is approximately 150 feet. It is believed possible that this building could be a new winch house to replace the existing winch house which is approximately twenty years old. The construction of this building confirms the premise that the main transverser will not be extended to serve the building at Annotation L of this report.

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## K. Construction Hall Under Construction

The building appears to be structurally complete; however, the windows are not yet fitted in the roof monitors of the newer (third) bay. See [ ]

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## L. Large Fabrication/Sub-assembly Building Under Construction

Roughly 400 feet of roof sheathing has been added since [ ] The construction of the building at Annotation J above (in the path of the necessary transverser extension) confirms that this building will not be a final assembly building. It is now believed that it will serve as a fabrication (north end) and sub-assembly (south end) building. Its end-product will probably be large prefabricated ship sections, which will then feed into the three-bay final assembly building at Annotation K above. If this is correct this new complex will probably be one of the most automated and efficient facilities in the Soviet Union. For last observation of this building see [ ]

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## M. New Quay Under Construction

A pile driver is working at this site. The piles being driven measure roughly 65 feet long and about half of the piles appear to be in place. [ ]

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## N. Two Causeways Under Construction

These causeways will connect the island northeast of the shipyard to the mainland. The southernmost causeway now appears to be complete, and the northernmost is roughly thirty percent complete. The purpose of these causeways is not yet clear; however, the fact that there are two causeways being constructed, both with roads running across them, suggests that there is or will be a need for a significant amount of road traffic between the island and the shipyard. At present there is no apparent need for this traffic because the island shows a very low degree of activity. It is possible that a construction program of some type is planned for the island, which would justify the two causeways. It should also be noted that photography of [ ] showed the island completely inundated by the spring floods.

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- 6 -

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P. Canal

This canal was cut and dredged through solid land in the summer of  
[ ] for an undetermined reason.

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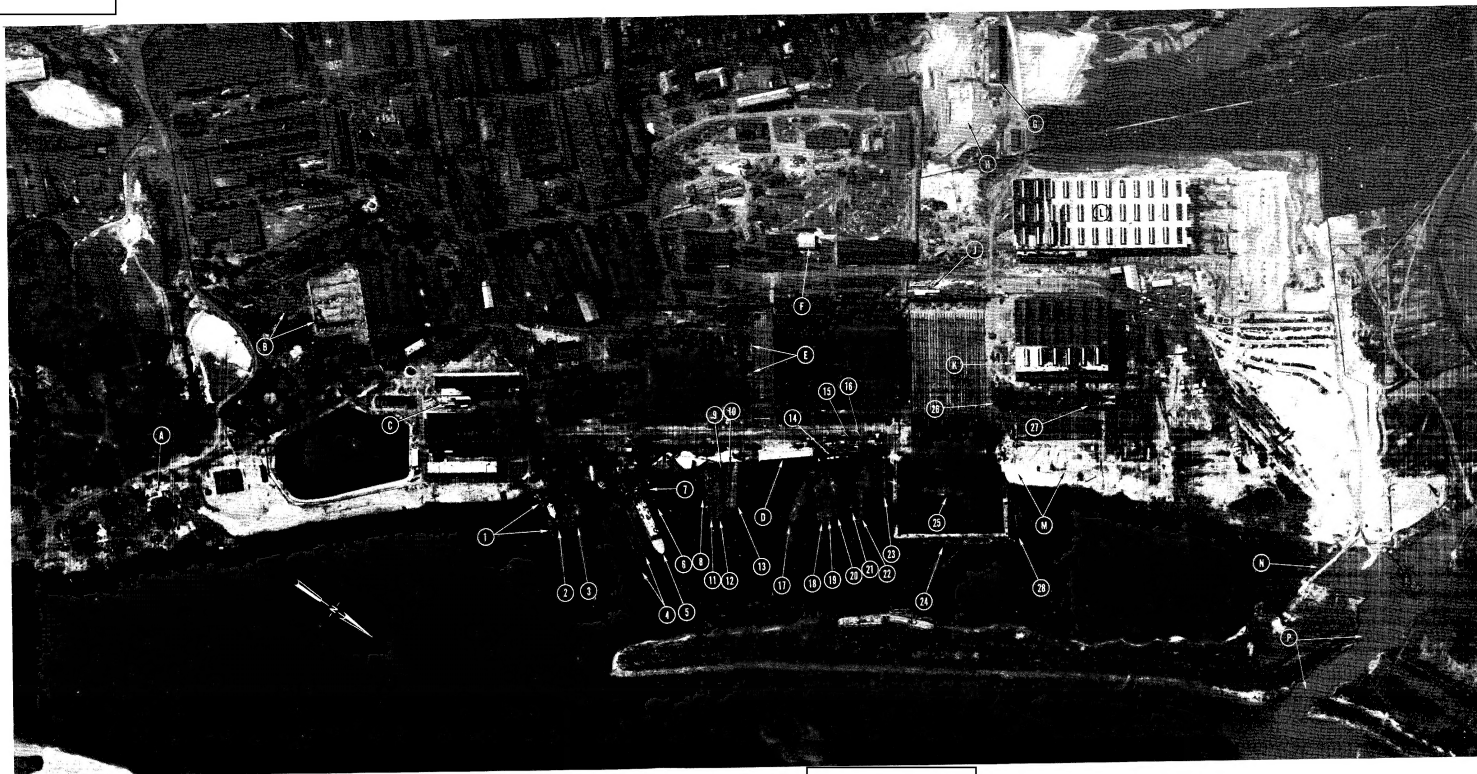
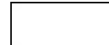


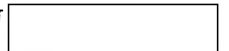
FIGURE 1. GORKIY SHIPYARD 112, GORKIY, USSR,

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REFERENCES



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Documents

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1. CIA. DDI/TAR-83061, Gorkiy Shipyard 112, Gorkiy, USSR, KH



2. CIA. DDI/TAR-83062, Gorkiy Shipyard 112, Gorkiy, USSR, KH



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3. CIA. DDI/TAR-83036, Line Drawing of New Type of Soviet Sub-



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Requirement



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- 5 -

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